

CLUB ---
\$12.00 Per Dozen
F.O.S. ---
\$15.00 Per Dozen
The Best Value in
KITCHEN WHISKIES
on the Market.
H. PRICE & CO.,
14, Queen's Road.

The China Mail.

ESTABLISHED 1845.

GRAND PRIZE PARIS, 1871
The Highest Possibility Awarded.
JOSEPH
CARTON'S
PENS.
Of Highest Quality, & Having Greatest
Durability, are therefore
GILBERT'S.
The only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS
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HONGKONG, SATURDAY, SEPTEMBER 21, 1901.

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PRICE, \$2.50 Per Month.

AGENTS FOR THE CHINA MAIL.
LONDON: F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. STREET & CO., 20, Dorset Hill, GORRONS & GORRONS, Ludgate Circus, E.C. BIRCH HENRY & CO., 81, Cannon Street, E.C. SAMPSON, BRADSHAW & CO., 150 & 154, Ludgate Hill, W. J. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street, C. MACKENZIE & CO., Snow Hill, Holborn Viaduct, E.C. PARIS AND EUROPE: MAYERSON, FAYET & CO., 18 Rue de la Grosse Boucherie.
NEW YORK: THE CHINESE EXCHANGE, 52, West 23rd Street.
SAN FRANCISCO and American Ports generally: BLY & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GORDON, Melbourne and Sydney.
CEYLON: W. M. SMITH & CO., THE ASSOCIATED CO., Colombo.
SINGAPORE, STRAITS, &c.: KELLY & WATSON, 11, Singapore.
PHILIPPINE ISLANDS: A. S. WATSON & CO., Manila.
CHINA: MESSRS. A. A. DE MEUSE, Agents, N. MOORE & CO., LIMITED, Hongkong, Broomfield & Co., Shanghai, LANE, Crawford & Co., Canton, and KELLY & WATSON, Hongkong.

Wanted.

IMPERIAL BANK OF CHINA.
WANTED.
AN EXPERIENCED MAN OF BUSINESS to act as COMPTROLLER (from next China New Year).
Full particulars can be obtained on application to the undersigned.
By Order of the Board of Directors,
E. W. RUTHER,
Manager.
Hongkong, July 30, 1901.

Business Intimations.

NOTICE.
WE have appointed Mr. W. S. ALLEN to be Manager of our Hongkong Branch, and to have charge of our interests in the Far East, including the Philippine Islands.
SPERRY FLOUR COMPANY (INCORP.), SAN FRANCISCO, CALIFORNIA.
Hongkong, September 18, 1901.

NOTICE.
WE have this day been appointed SOLE AGENTS for the well-known CIGAR FACTORY "LA OCEANICA," of MANILA, P.I. Cigars of Cuban Style. All Orders shall have our careful attention. Price List may be had on application to
RITCHIE & CO.,
30, Des Voeux Road, Hongkong.

NOTICE.
THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.
T. M. STEVENS & CO.,
1, Duddell Street.
Hongkong, August 2, 1901.

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.
ENLARGEMENTS A SPECIAL FEATURE.
1587

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
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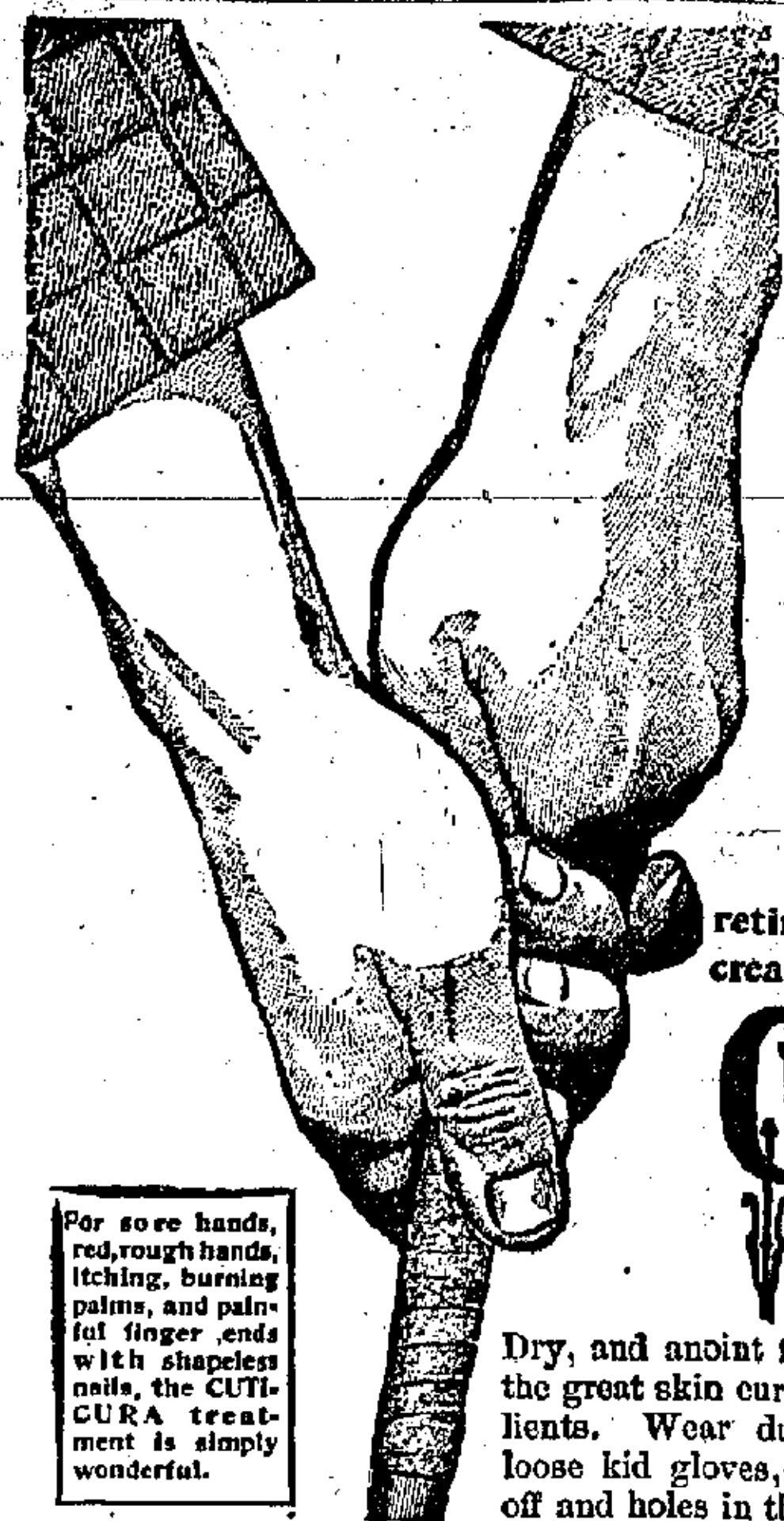
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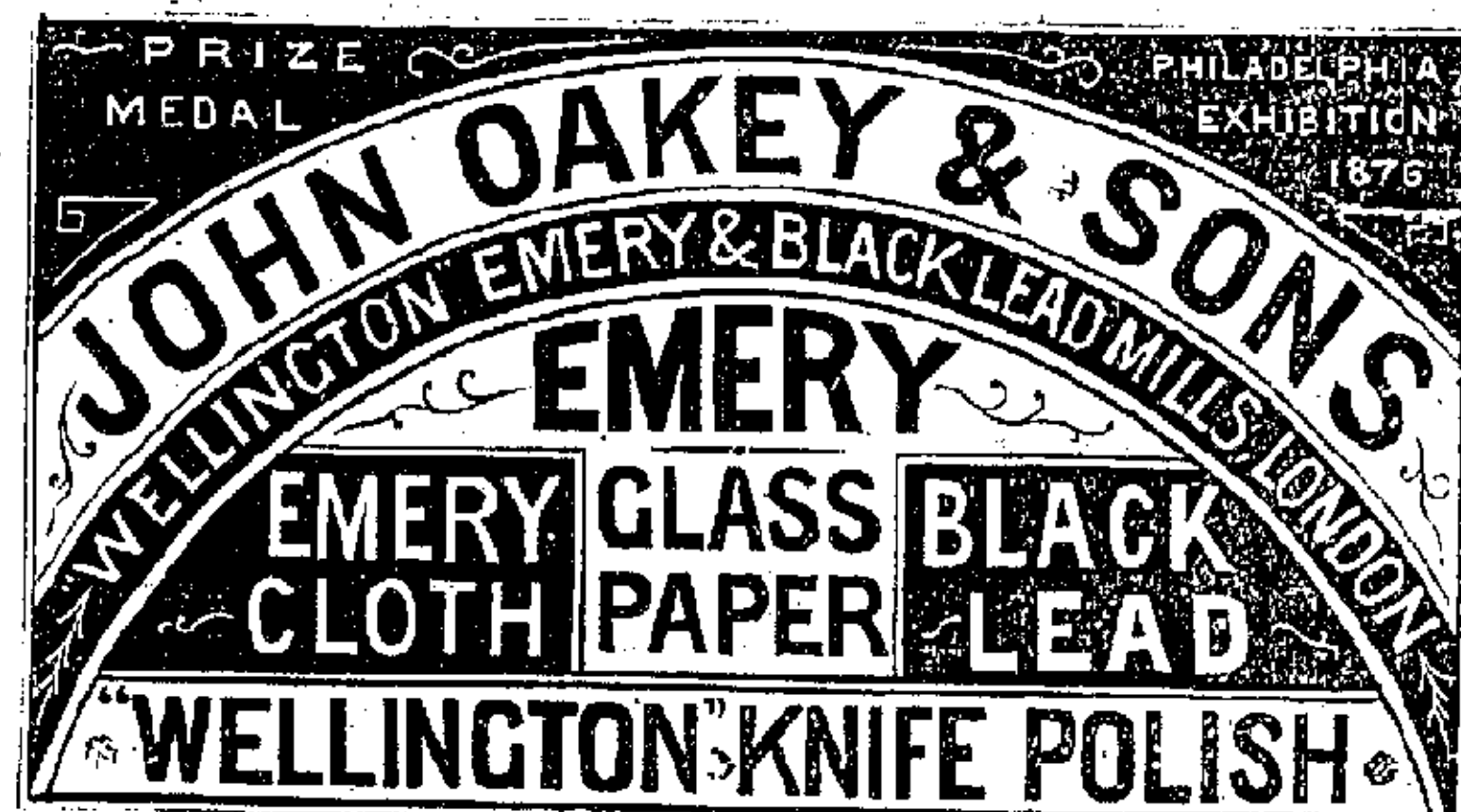
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THE BACK DOOR.

THE Series of Articles entitled "THE BACK DOOR," which appeared in the China Mail, have been reprinted, and may be obtained in Pamphlet form. Price each \$1.

THE FAIR AND THE DARK.

Complexion as a Clue to Capacity.

What characteristics go with certain shades of complexion has long been a question of popular conjecture and discussion. It has been reserved to Mr. Havesham Ellis, writing in the *Monthly Review*, to throw definite scientific light on the subject. His article on the "Comparative Abilities of the Fair and the Dark" is the outcome of two years' patient investigation of the faces in the National Portrait Gallery. His researches have shaken his faith a little in artistic accuracy, as when, for example, he found that Milnes had painted one of Mr. Gladstone's eyes blue, the other brown. He chose eye-colour as the chief criterion of pigmentation. In classifying his results, he divided cases of medium colouring equally between light and dark. To gain his "index of pigmentation," he multiplied the fair persons in each group by one hundred, and divided by the number of dark persons.

A REMARKABLE LIST. The results of his investigations are thrown into this most curious and interesting table:—

In this following enumeration the groups are arranged in the order of decreasing fairness:—

Group with Number of Individuals.	Index of Pigmentation.
Political reformers and agitators (20).....	233
Sailors (45).....	150
Men of science (59).....	121
Soldiers (42).....	113
Artists (74).....	111
Poets (56).....	107
Royal family (66).....	107
Men of letters (65).....	107
Created peers and their sons (80).....	102
Statesmen (23).....	89
Men and women of letters (88).....	85
Hereditary aristocracy (149).....	82
Divines (57).....	58
Men of low birth (12).....	50
Explorers (8).....	33
Actors and actresses (16).....	33

An index of more than 100 means that the fair element predominates over the dark in that group; an index of less than 100 means that the dark element predominates. I may add that the lists include persons of both sexes. Instructive notes are added on several of the groups. "The small group of persons springing from the working classes is among the darkest of the groups." In the Royal family, the early tendency was towards fairness, but by later Tudor times there was a tendency towards darkness. But "the light, mixed type of eye, usually blue yellow, has remained persistent."

WHY PEERS ARE DARK. A curious explanation is offered of the preponderant darkness of the hereditary aristocracy:—

Foreign intermixture here also may have had some influence. I think it probable, however, that another cause has come into operation; peers have been in a position to select as wives, and have tended to select, the most beautiful women, and there can be little doubt that the most beautiful women, at all events in our own country, have tended more to be dark than to be fair. This is proved by the list of index of pigmentation of the famous beauties in the Gallery, the selection being made solely on the basis of reputation, independently of any personal judgment of the portraits; while women of letters (fifteen in number) are inclined to be fair and have an index of 100, the index of thirteen famous beauties is as dark as 44.

There should "None but the brave deserve the fair" run "None but the dukes deserve the dark." But the new aristocracy tends to be fair, because "it is from the fair elements of the population that the aristocracy is chiefly recruited." Political reformers and agitators are very fair, they have too much of the restless energy which, in lesser degree, spells social success.

A FAIRLY BROAD DISTINCTION. The writer adopts the following generalisation:—

It is clear that a high index of pigmentation, or an excess of fairness, prevails among the men of restless and ambitious temperament; the sanguine energetic men, the men who easily dominate their fellows, and who get on in life, the men who recruit the aristocracy, and who doubtless largely form the plutocracy. It is significant that the group of low-class men, artisans and peasants—and the men of religion, whose mission in life it is to practice and preach resignation to a Higher Will, are both notably of dark complexion. While the men of action thus tend to be fair, the men of thought, it seems to me, show some tendency to be dark.

So far as I am aware, no really fair person has ever risen to the highest dramatic eminence in this country, and so far as I have been able to observe, it is equally rare for fairness to be associated with histrionic ability in Europe generally.

STOCK NOT COLOUR. This distinction is modified by another consideration:—

The more reasonable supposition at present seems to be that the relation between pigmentation and mental aptitude is chiefly indirect and due to race. In other words, the fair man tends to be bold, energetic, restless, and dominating; not because he is fair, but because he belongs to an aboriginal fair stock of people who possess those qualities; while the dark man tends to be resigned and religious and imitative, yet highly intelligent, not because he is dark, but because he belongs to a dark stock possessing those characteristics.

be resigned and religious and imitative, yet highly intelligent, not because he is dark, but because he belongs to a dark stock possessing those characteristics.

NORWEGIAN TENDENCIES. The writer quotes parallel researches made in Norway by Dr. A. M. Hansen. The Conservative majority of voters was found in the dark and broad-headed districts:—

While, however, the fair population is the most irreligious and progressive, the dark population is by no means behind in the production of intellect.

The article is sure to be widely discussed, especially by the fair (or is it more complimentary to say dark?) sex.

—Review of Reviews.

LORD ROSEBERY AND FRANCE.

The Story of the Siam Negotiations.

An unnamed writer contributes to the *Contemporary Review* for August a glowing eulogium upon Lord Rosebery's Foreign Policy. In the course of this paper he sets out with particular care the story of the Siam episode, in which Lord Rosebery, to use his own words, "incurred the risk of war." It was in April, 1893, when the French Government was preparing to enforce its demands upon Siam, Lord Rosebery sent H. M. S. Swift to watch events at Bangkok. The writer proceeds as follows:—

The French became more insistent in their demands, and a blockade to enforce an ultimatum was threatened. Lord Rosebery continued to advise the Siamese Government to yield, but in order to watch over British interests, a second ship, the "Falles," was sent to the mouth of the Menam on June 28th, and a third, the "Linnet," was held in readiness to proceed to Siamese waters. Lord Rosebery explained to the French Government, on July 1st, that Her Majesty's Minister at Bangkok had received strict injunctions to advise the Siamese Government to arrange their differences with the French in a friendly manner. But, it was added, "in view of the possibility that on the approach of the French fleet a rising of the native population at Bangkok may occur, causing danger to life and property, it is necessary that some of Her Majesty's ships should be on the spot for the protection of British commercial interests, which are dominant at that place."

On July 20th, the French ultimatum was presented to Siam. On July 26th, a blockade was declared, and friendly vessels were given three days to clear. A notification to this effect had been given to the British Government on the previous day. Lord Rosebery immediately instructed Lord Dufferin, our Ambassador at Paris, to ask what facilities would be given for victualling off Bangkok. On Sunday, July 30th, the British Minister at Bangkok telegraphed to Lord Rosebery that the French Admiral had notified that the blockade arrangements applied to ships of war, and that the "Linnet" was preparing, in consequence, to leave. Confronted by this sudden crisis, Lord Rosebery acted with the utmost firmness and promptness. He telegraphed immediately to Bangkok that the "Linnet" must on no account leave; and simultaneously he sent the following telegram to Lord Dufferin:—

"I request that your Excellency will state to the French Government that it would be impossible that Her Majesty's Government should allow British subjects to be left at the mercy of an unruly Oriental population, and that, therefore, they cannot withdraw Her Majesty's ship now stationed off the city. You should also remind them that I have not yet received a reply to M. d'Estournelles, on the 25th instant, when I asked him what facilities would be granted to the British ships for obtaining necessary supplies" (p. 102).

During the critical Sunday communications were passing between the Foreign Office and the Admiralty, and it was of the despatch just quoted that Lord Rosebery was thinking when he told his Edinburgh audience that he, as a Minister, had taken the risk of war. He had met the demand for the withdrawal of H. M. S. "Linnet" by a categorical refusal.

On the eventful Sunday, July 30th, 1893, Lord Rosebery must not doubt have been weighed with the grave responsibility which besets those who have to face and make great decisions. The strain, however, was not of long duration. On Monday, Lord Dufferin saw the French Minister of Foreign Affairs, and delivered Lord Rosebery's communication. "The Minister replied that as the blockade would be raised at once, it was unnecessary to discuss the matter" (p. 109). It had, meanwhile, we believe, been locally explained to the British captain that the Admiral's intention had been misunderstood. He did not demand that the "Linnet" should be withdrawn; he only suggested some alteration in her position with a view to the convenience of his blockade. On August 3rd the Siamese Government accepted the French demands; and on August 3rd the blockade was raised. The Anglo-French crisis in its more acute form was thus speedily relieved. The seriousness was known to very few persons at the time. When Ministers who had been spending the weekend in the country returned to their offices, a crisis had come and gone without their being aware of it. The "Linnet" remained where she was, on the watch. Other negotiations continued, but the local situation speedily quieted down.



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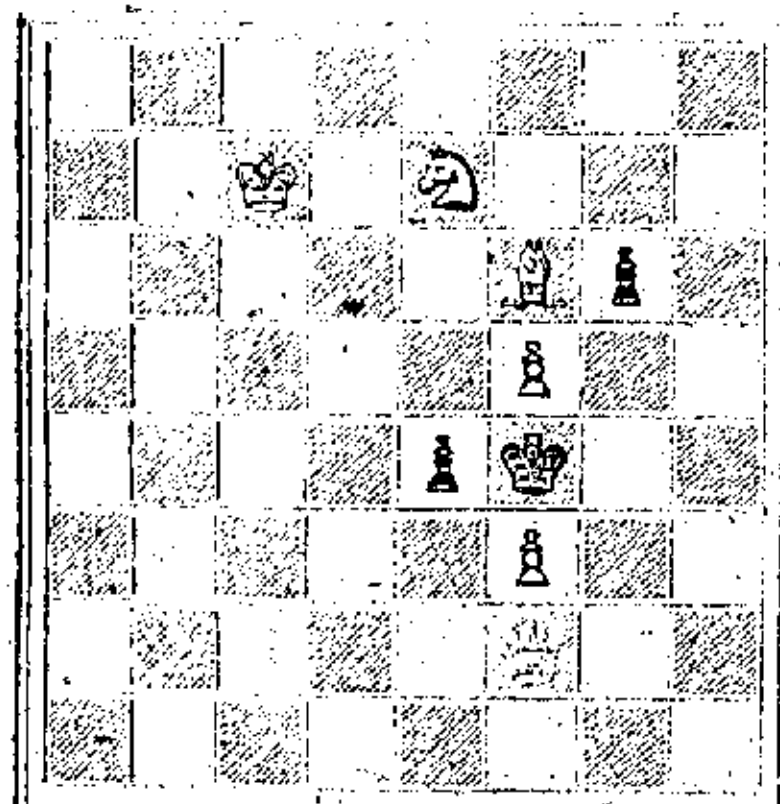
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CHESS COLUMN.

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by Solution and Analysis.The Hongkong Chess Club meets every
Monday, Wednesday and Thursday, from
four till half-past seven p.m., at the Public
Library, 18, Bank Buildings.

Problem No. 33.

Black.



White.

White to play and mate in two moves.

Solution to Problem No. 32 (by Augusto
D'Oroville, Antwerp): 1. Q-B5, KxKt,
2. Q-B4, P moves, 3. P-QB4.

Correct solutions from C.R.T. and B.B.

The last year of the century was a year,
says *Literature*, during which master play
and ideal chess receded more and more into
the background. The *Birmingham Daily
Gazette* notes that the ideal, according to
some authorities, is a game in which every
move is well considered; a dead level con-
test, in which, after hours of hard mental
labour, one side triumphs magnificently by
the gain of the "opposition" in a Pawn end-
ing. Such chess may be acceptable to a
few dry-as-dusts; it will not suit the rank
and file. Life is quite too short for it; and
if the game could be so limited its influence
would be small indeed. Let us have good
chess, by all means; but let it be such as
the ordinary mortal can appreciate. Let us
do our best to encourage chess as a pure re-
creation, emphasising the fact that we may
all turn to the board and to the problem as
a relief from the graver affairs of life, with-
out feeling the "game" to be depressing, or
becoming so fascinated by its depths that
we lose ourselves in endeavouring to fathom
its infinite variety.

Dr Schapiro, in the *Baltimore American*,
gives the following good advice to solvers:

We strongly advise the student to solve
entirely from the diagram. With the board
and men there is a tendency to move the
pieces about, and, therefore, the student
does not get the full benefit of his analysis;
but by using the diagram he is compelled to
exercise that reasoning analytical power
that is the essence of true solving. Nearly
all the best solvers can dispense with the
board, and many, indeed, find it an actual
embarrassment. We firmly believe that this
kind of solving does far more good than
solving from the board. In an especial
degree it increases the power of concentra-
tion, quickens the perceptions and streng-
thens the memory.

Here is a brevity, based on a regulation
trap in the Ruy Lopez which should serve
as a warning to the uninitiated about to
explore the mazes of that opening:

White—Moise. Black—Healey.
1 P-K4 P-K4
2 Kt-KB3 Kt-QB3
3 B-K5 Kt-B3
4 Castles Kt-Q3
5 R-Ksq Kt-B3
6 Kt-B3 Kt-Kt
7 Kt-P B-K2
8 R-Ktch K-R2
9 Kt-Q5 Castles
10 Kt-Bch K-R5
11 Q-B5 K-Q5 (a)
12 Q-Rch BxQ
13 R-R5 mate.

(a) There is now no saving move. If he
plays P-Kt3, White replies with
Q-R6, threatening R-R5! Black erred
at his seventh, when he should have played
B-K2.

An interesting game played in the last
match between New South Wales and
Victoria.

EVANS GAMBIT. Black (Vic.)
White (N.S.W.) R. Betts.
1 P-K4 P-K4
2 Kt-KB3 Kt-QB3
3 B-B4 B-B4
4 P-QKt4 BxP
5 P-B3 Kt-KB3
6 Castles Castles
7 P-Q4 BxP
8 PxB Kt-Kt
9 Kt-B Kt-Q3
10 P-B4 Kt-Kt3
11 P-B3 Kt-B4
12 P-B5 Kt-E4
13 B-Kt5 P-QKt3
14 P-B4 B-QKt2
15 Kt-B3 Q-Kt-Q2
16 Q-B3 Q-Kt-Q2
17 Q-R-Ksq Q-K4
18 Kt-Q5 P-QB3
19 Kt-Kt Kt-Kt
20 R-B2 P-QB4
21 BxKt QxB
22 P-K5 QxP
23 R-Q BxQ
24 R-K7 B-QB3
25 R-Q2 K-R-Q4
26 P-Kt4 K-Bsq

Mr Jones, for rather the worse of the
opening, but playing with great vigour he
forced a win in excellent style. The final
position is most uncommon, as White ob-
tained a novel mating position.

The Negro.
It is pointed out that the census of
the United States has gone far enough to
show that the negro is by no means dying
out. Ten years ago the negroes formed 11.9
per cent. of the population. It is held prob-
able that the proportion now is 11.8. There
has been a certain amount of transference of
the negro race from the border States on
the one hand to the far South, and on the
other to the large cities of the North. The
present negro population is estimated by
the *New York Evening Post* as between
9,000,000 and 10,000,000.

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for children's hair; no other article imparts
such a beautiful and dressy appearance to
the hair as ROWLAND'S MACASSAR OIL, and if you
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procure a bottle without delay, and continue
using it; also in a golden colour for fair hair.
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inexpensive.

A CERTAIN CURE FOR DYSENTERY
AND DIARRHOEA.

SOME years ago I was one of a party
that intended making a long bicycle
trip," says E. L. Taylor, of New Albany,
Bradford Co., Pa., U. S. A. "I was taken
suddenly with diarrhoea, and about to give
up the trip, when editor Ward, of the
Laceyville Messenger, suggested that I take
a dose of Chamberlain's Colic, Cholera and
Diarrhoea Remedy. I purchased a bottle
and took two doses, one before starting and
one on the route. I made the trip success-
fully and never felt any ill effect. Again
last summer I was almost completely run
down with an attack of dysentery. I
bought a bottle of this same remedy and
this time one dose cured me. Sold by
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Hongkong, September 6, 1900. 1850

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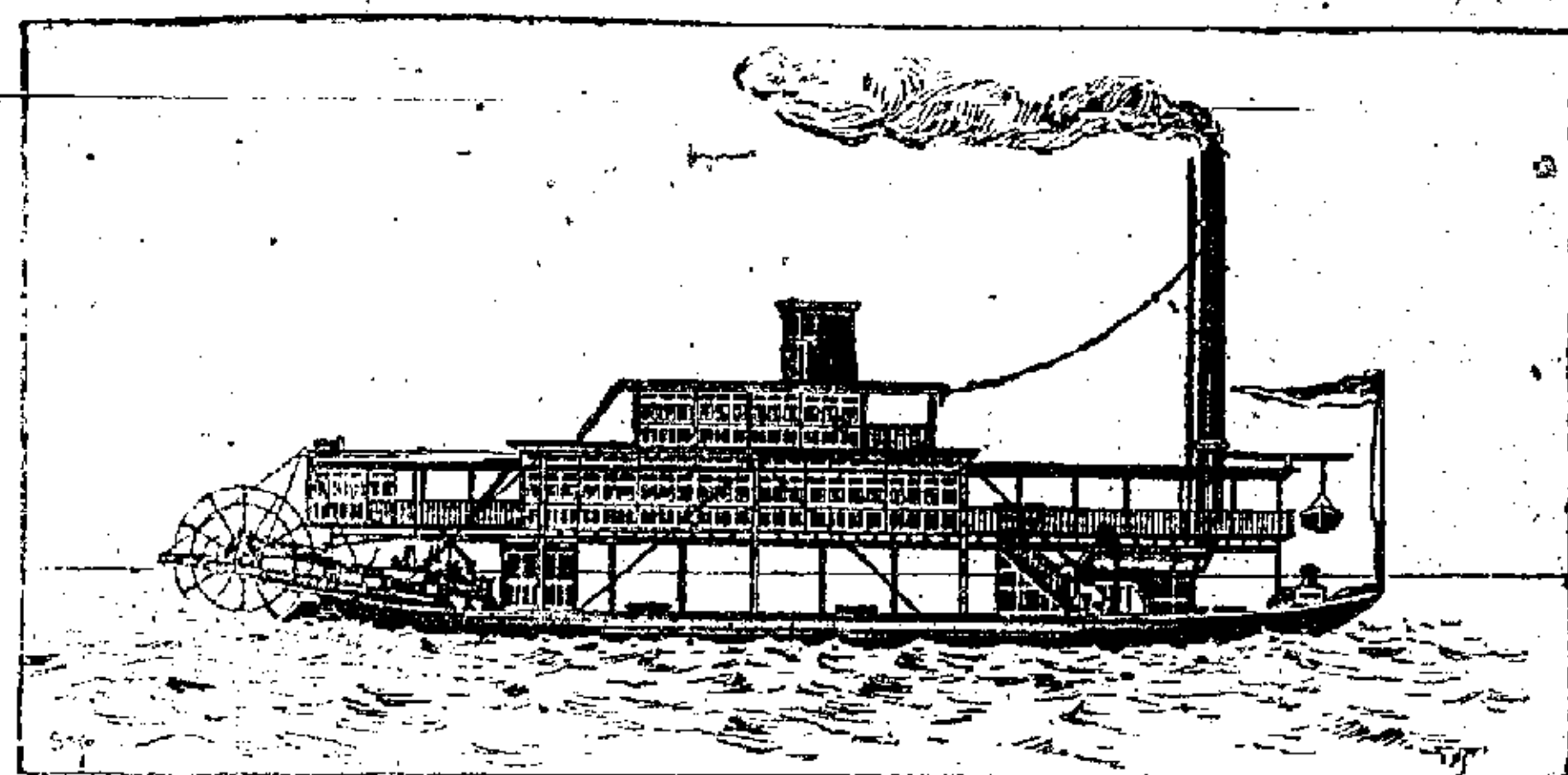
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The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs.
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(Translated by EDWARD HARPER PARKER
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SCOTCH.	1 doz. Bottles
F. O. S., Very Old Liqueur	15.00
Club	12.00
Specialty Selected	11.00
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Glenlivet	7.00
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Dever's White Label	18.00
Do. Extra Special	14.00
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AMERICAN.	1 doz. Bottles
Fine Old Bourbon	\$18.00
Canadian Rye	15.00

We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.,
12, Queen's Road.

MEMOS. FOR MONDAY.

Miscellaneous.

2 p.m. Special Sale of Clothing at Italian Convent.

Goods per *Tristram* undelivered after this date subject to rent.

General Memoranda.

Tuesday, September 24:—

Goods per *Lightning* undelivered after 2 p.m. limited.

Goods per *Exeter* not cleared at 4 p.m. subject to rent.

Wednesday, September 26:—

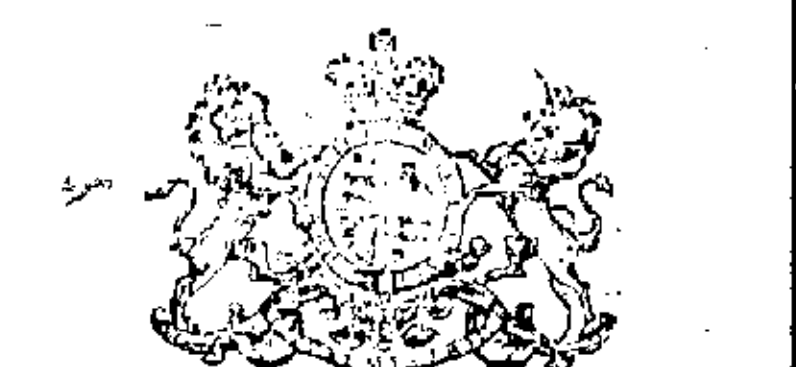
Noon. Meeting of Shareholders of Douglas Steamship Co., Ltd., at the Company's Office.

Monday, September 30:—

12.15 p.m. Meeting of Shareholders of the Great Eastern and Caledonian Gold Mining Co., Ltd., at the Office of the Company, No. 14, Des Voeux Road.

Thursday, October 10:—

Noon. Meeting of Union Insurance Society of Canton, Ltd., at the Society's Head Office.



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PALE DRY, very finest

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In addition to wines of our own bottling,

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G. SANDEMAN, SONS & CO., of LON-

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been appointed Sole Agents.

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LIGHT DRY \$17.00

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PALE DRY NUTTY 32.00

FINE OLD BROWN 42.00

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

1007

BIRTH.
On the 20th September, at Thurleston, the Peak, the Wife of H. A. Rucme, of a Daughter.

The publication of this notice commenced at 4.30 p.m.

The China Mail.

HONGKONG, SATURDAY, SEPTEMBER 21, 1901.

EDITORIAL COMMENT.

During the past week, Mr.

CAN WE J. Macgregor Forbes pro-

KUCHE scouted a cargo boat crew

THE CHINESE for stealing a large quan-

tity of sugar, the property

of the China Sugar Refinery. The

accused were found guilty of a most

deliberate and impudent theft, and were

duly sentenced to imprisonment. Mr

Forbes suggested to the Police Magis-

trate that the cargo boat license might

be dealt with; but Mr Kemp replied

that he had no power under the existing

law to deal with the licenses of cargo

boat owners. Now, it seems to us, and

we think the same opinion must be

widely prevalent among those who have

dealings with cargo boat people, that it

is highly desirable that the Police

Magistrate should have power to en-

dorse, or, better still, to cancel licenses

where the crews have been found guilty

of serious crime. As the commercial

community knows by sad experience

there is a considerable amount of pecu-

lation in the Harbour, most of it un-

detected and most of it attributable to

the inherent pindical nature of the

cargo boat people. Magisterial power

to deal with licenses might act as a

healthy deterrent.

There is no doubt about it that the

Chinese just now are exercising their

ascendancy in this Colony in a way

that may some day produce a crop of

very serious troubles for the Govern-

ment and Foreign community. On

every hand, in every trade, in work-

shop and in domestic service, the

Chinese are more insolent just now than

they have been for many years. They

even carry their insolence into the

Courts of the Colony, and we are

pleased to notice that the Acting Police

Judge, Mr Sercombe Smith, whose

judicious handling of the Chinese on

another occasion received the praise of

The Times, vindicated the honour of

the 'ruling race' in the Summary Court

the other day. A few more lessons

might be given with benefit to employer

and employed alike.

With regard to the public chair and

ricksha coolies, whose bad language and

impudence is subject of general com-

plaint every day, there is much need of

firmer handling, and we are pleased to

learn that with a change in the Superin-

tendency of the Police there is a

prospect of insolent coolies being dealt

with in a summary fashion by Mr

Badeley. We are pleased to learn this,

because if Mr Badeley sets an example

his underlings may be more disposed to

help the public. Only a few weeks ago,

a public ricksha coolie deliberately ran

down a private ricksha of an European

gentleman. The number of the public

ricksha was taken, and complaint was

duly lodged at one of the district

police stations. The inspector or

sergeant in charge refused to take the

complaint, and refused to send an offi-

cer to arrest the coolie; and the gentle-

man had to go to the public stances

and take the ricksha himself to the

police station. Seeing that he was in

earnest, the charge was then taken, the

coolie was summoned, and in due course

punished at the Magistracy. As the

public pay for the police they naturally

expect the police to perform police

duties, and not make it necessary for

have to do is to send their complaint in

in writing to the Captain Superintendent

of Police, stating full particulars and

giving the number of the vehicle. We

hope to learn soon that similar powers

with regard to cargo boats have been

extended to the Captain Superintendent

of Police or the Police Magistrate.

LOCAL AND GENERAL.

Notes by the Way.

A court-martial was held to-day on

board the *Thames*.

No cases of plague were reported in

the Colony during the past twenty-four

hours.

Messrs Erich Georg and Co. hear that

a dividend of 83 per share will be proposed

at the forthcoming meeting of the Douglas

S.S. Company.

Constable Holdaway, who is charged

with shooting with intent to do grievous

bodily harm and with reckless discharge of

firearms on the public street, again ap-

peared before the Magistrate to-day. Mr Recco,

solicitor, who appeared for accused, asked

for a further remand, which was granted.

Timber for the Philippines.

It sounds like sending coals to New

castle to send timber to a rich timber

producing country like the Philippines. The

ship *Stadigle* was due to arrive at

Manila about the 15th inst. with the largest

cargo of lumber that has gone to that port,

and also the largest cargo ever shipped from

Portland. She carries about 3,800,000 feet,

most of which is for the Engineer Depart-

ment. Over 2,000,000-ft. including about

1000 large piles, are to be used in the

construction of a 'bulkhead,' which is part

of the harbour improvement work. This

portion of the cargo has been treated with

'Avermectin Carbolineum' as a protection

against 'torrelos,' which infest Manila

waters. The shippers of the lumber are

Messrs. Henry W. Peabody & Co.

The Cooke Commission.

With this issue, at the request of the

'Private Chair and Ricksha Coolies Com-

mission,' we publish a circular which we

hope our readers will fill up, in order to

supply the Commission with information to

guide them in formulating a report to the

Government. In some cases, two or more

circulars are enclosed. Subscribers are re-

quested to pass them on to those of their

circle of acquaintances who may be in a

position to supply reliable information to

the Commission. Many complaints are

made from time to time about chair and

ricksha coolies and domestic servants, so

now that the public have the opportunity

of helping the Commission we hereby

will avail themselves of it. Unless the

public co-operate the Government cannot

be expected to introduce a workable scheme

to mitigate present evils.

A Sherlock Holmes.

Major Pond tells how once Conan

Doyle was beaten at his own game. It

was in Boston, U.S. 'You may drive

to Young's or Parker's,' said he to a

cabman, out of whose breast pocket a

dog-eared book peeped. 'Pardon

me,' said the police eably, 'I think

you will find Major Pond waiting for

you at Parker's, sir.' Doyle stared

at the man, and took his seat

in silence. On arrival the cabman

was handed his fare, but asked

that he might have a ticket for the

lecture instead. 'Come, come,' said

Doyle, 'I am not accustomed to be

beaten at my own tricks. Tell me how

you found out who I am, and you shall

have tickets for the whole of your

'family.' The cabman explained: 'Of

course, we all knew that you were

THE COCHRANE STREET CATASTROPHE.

Further Evidence.

The following is the remainder of the evidence of Mr. Hazeland, architect, given yesterday afternoon.—In making alterations to an old building, the Ordinance required that the old portion should comply with the provisions of the Ordinance as well as the new part. One of the requirements was that every wall shall be properly bonded together and solid across its entire thickness. It was not possible to ascertain without opening a wall whether a wall complied with this section (Section 10 as amended). There was another provision that black bricks shall not be used in the lower story without the approval of the Surveyor General, but that provision had not been enforced. When there had been an addition to an old house, it had not been required that the old story should be of red brick. There was nothing to indicate what bricks the walls were built of, and without personal inspection, it was impossible to tell whether the buildings complied with the Ordinance or not. When witness was in the P.W.D. and plans were submitted by an architect, he took it for granted that the buildings complied with the Building Ordinance. Witness saw the houses after the accident and his idea as to the cause of the collapse was that it was due to quantity of iron stored on brackets fastened to the party wall between Nos. 32 and 34. In the blacksmith's shop, at the present time, there were some small brackets on the lower portion of the party wall still standing. The piece being a blacksmith's shop, carrying the weight of heavy material would tend to shake and weaken the wall. If there was a quantity of iron stored on the first veranda, it was quite possible that that caused the front wall to give way and the party wall followed. A building would stand without its front wall, because the roof and all the floors rested on the party wall, but must front walls had tyrods and were loaded to the party wall and both might fall. In this case, it was most probable that the party wall fell first. The walls were badly bonded but there was no hollow. The remains of the party wall appeared in places to be like two nine inch walls built together without bonding. In good brick work, if you put a knife into any joint you must strike a brick, but this party wall was full of vertical joints several courses deep, and there were also a lot of broken bricks used. As a general rule it was safe to build new work on an old blue brick wall. Witness had no certificates of any sort or diploma as an architect or engineer. All his experience had been gained in the Public Works Department of this Colony.

The inquiry was at this stage adjourned till to-day.

On resuming to-day, Mr. F. Pearson, clerk of works and Mr. Hazeland, architect, were put in the box. He said he was formerly an overseer for about six years in the Public Works Department. In this capacity he was Inspector of Buildings. He left the P. W. D. at the end of June last year and joined Mr. Hazeland in July. When he was in the P. W. D. there was nobody else in charge of the Building Ordinance except Mr. Tooker, Mr. Hazeland and himself. The first thing witness did in connection with No. 32, Cochrane Street, last year was to examine the walls. Mr. Hazeland told him to do so. He did not keep a diary or record of the work he did. He could not say the exact date, but it was somewhere about the beginning of November. Mr. Hazeland said the owner wished to raise the height of the buildings by putting another storey on and he (witness) was asked to examine the walls and ascertain if they were in accordance with the Building Ordinance. Mr. Hazeland did not give instructions to cut into the walls, nor to examine the foundations. He did not say what additional weight was put on the walls. Witness found the walls all right.

How did you examine these walls?—By looking at them, that is the only way you do it, sir. I also found them in accordance with the Building Ordinance.

How did you know they were in accordance with the Building Ordinance?—I measured their thickness.

What else did you do?—I looked at the walls and I found no cracks.

Were the houses occupied at the time?—Yes.

Did you yet let the tenants to remove their property, enable you to examine the walls?—No, it was not necessary.

Did you see the walls in the blacksmith's shop without removing the machinery?—Yes.

Did you examine where the sheet-iron was?—Yes. Against the partition wall there was some sheet iron, and I went to the next house and looked at the same part of the wall.

Can you see through a brick wall?—I can not.

Did you remove any of the whitewash or dirt from the walls to facilitate your inspection?—No, I did not.

Did you use a plumb line to plumb the walls?—No. The walls were perfectly plumb. I could see that without a plumb-line.

How could you see whether the party wall was plumb if the floors were there?—There was no indication of any crumpling.

As a matter of fact, it is not possible for you to see the whole of the height from the bottom to the coping?—Oh no; the floors are between.

How long did the inspection of No. 32 take you?—It took me about twenty minutes.

Did you report to Mr. Hazeland?—Yes. Writing or verbal?—Verbally.

Did you afterwards make an inspection of No. 34 with the same object?—Yes, three or four weeks later.

Was your inspection of No. 34 similar to that of No. 32?—Exactly the same, and I reported in the same way.

You are familiar with the Building Ordinance?—Yes, rather.

How can you tell that the walls are in accordance with the Building Ordinance?—I could not tell. When I was in the Public Works Department, if an architect sent a plan to Mr. Tooker for additions or alterations, the foundations were never shown, and are never required to be shown.

His Worship.—You are never required by the P.W.D. to do so.

Mr. Dowling.—You are familiar with the amended section 10, requiring walls to be solid, properly bonded, substantially put together with good mortar?—Yes.

How can you tell whether a wall complies with that if you don't open the wall?—I could not tell.

Do you know that it is necessary that a ground floor should be of red brick, if the rest of the building is of blue brick, unless the approval of the Surveyor General?—No, that is not so. It has never been done in connection with alterations or additions.

That Ordinance is after 1889.

His Worship.—What is your opinion as to the cause of the collapse?—It was probably caused by the putrescent getting blocked, and

owing to the rainy weather and the water not being able to get away, it soaked into the wall. The same thing happened at the Hongkong and Shanghai Bank, at the Queen's Road entrance five or six years ago.

Mr. Dowling.—Have you any training as an engineer or surveyor?—I was assistant surveyor for years on the Cape Government Railway.

Did you serve any apprenticeship?—No. I came out here and was taken on to look after the Tatum Waterworks. When the Tatum works were completed, I was employed by Leigh and Orange, Palmer and Turner and W. Danby and Co. until I joined the Public Works Department.

John Lorraine Stuart said he was draftsman in Mr. Hazeland's Office since March, April last year. He had no previous experience. He measured No. 32, Cochrane Street, in November last year. No. 34 was measured later. He made plans E. and B. He did not make the plan of the details. It was copied from the drawings. He did not make the tracing. He did not make the original of it. In order to make the plan, he took the depth and width of the ground floor, yard and kitchen, and the heights of each floor. It took about a quarter of an hour to measure each house. The dotted lines in plan B represented the foundations of the two cross walls. The details of the plans were discussed. On plan E, the ground floor measurement, 34 feet 6 inches, was an internal measurement. The measurement 36 feet 4 inches on plan B was an external measurement, although marked as an internal measurement. This was a mistake on the plan. As a matter of fact, he thought the houses were of the same depth. In each of the two houses, there were formerly two cross walls, but witness did not think it necessary to show these on the plans. He had shown all the new work. He did not think it necessary to show the old foundations of the old walls and he did not see them. Mr. Hazeland told him to make the new wall 30 feet high from the foundation. It was not necessary in witness' opinion to show the foundations in plan E. In plan B, they were shown, but he just happened to think of it. Mr. Hazeland saw the plan, but did not take any notice of it properly. Witness measured the width of the street. The total amount of time spent in each house was fifteen minutes.

I. M. Xie, A. M. I. C. E., assistant engineer in the Public Works Department, said he had been in the Department for fourteen years. He took charge of the Building Ordinance work, under Mr. Tooker, from May, 1900, on the resignation of Mr. Hazeland. At first his staff consisted of Mr. Pearson as overseer, and part of a Chinese clerk, Mr. Pearson resigned on 15th June last year, and then witness had the whole of the time of the Chinese clerk. The clerk simply did the clerical work. After 15th June, the Chinese clerk was over the wall. On 30th November, Mr. Hazeland, witness gave up the Building Ordinance work, and, from 15th June till that date, he was single handed. In addition to this Building Ordinance, witness had three or four Public Works Extraordinary under his charge. During these five months he (witness) had the supervision of all the private building operations in the Colony without any assistance whatever. It was not possible to have an effective supervision of all the building work in progress, though he did the best he could. Witness reported this matter in writing at the end of June to his superior, Mr. Tooker. The work was on 1st November, handed over to Mr. Crisp. Notice 'A' referring to No. 32, dated 31st November, passed through his hands. The plans were attached. It was the practice to attach the plan and pass it to the Medical Officer. Health Officer. The work was done in this case. It was not witness' duty to examine the plan and see that it complied with the Ordinance, except when particularly requested to do so. It was Mr. Tooker's duty. Witness had never been to No. 32, Cochrane Street. It was not necessary for him to go and see the building. It was sometimes done. The reason it was not necessary was because the plan gave all the information that was wanted.

How do you know that the plan is a correct one?—We take it for granted, when the plan is submitted by a regular architect in practice in the Colony, that the information contained in the plan is correct.

Continuing, witness said there was nothing on the plan to show that the walls were of red or blue brick. There was nothing to show whether the wall was properly bonded and solid throughout. There was nothing in the plan showing that the old walls had any foundations whatever.

Why is it unnecessary for you to go and inspect the building?—That plan was passed by Mr. Tooker.

You said it was not necessary?—It is not necessary unless we have reason to suspect that there is something radically wrong.

Did you know Mr. Crisp round and show him the work?—I took him round and showed him the various districts of the Colony. I did not show him the particular work.

P. T. Crisp, Inspector of Buildings, said he arrived in the Colony on the 8th November last year, and at the P. W. D.—the same day at twelve o'clock. He went out with Mr. Xavier on the morning of the typhoon, 10th November, and was sometimes out with him the first fortnight. During that time, witness was finding out the names of the streets.

Witness said from notice 'A' that he measured the width of the street. He thought this would be on 14th November. Witness never went into No. 32, he simply passed it and looked at it from the outside. He had too much to do at the time. Being a stranger to the Colony and not knowing the names of the streets, it took him a considerable time to get to his work. In fact, up till Christmas time, witness did not do any actual inspection. On 14th May, this year, witness made a note of the new verandah of No. 32 had been completed. This was done at the request of Mr. Tooker. He saw from the street that the verandah was completed. With the exceptions mentioned witness never inspected No. 32 in any way. Referring to No. 34, witness, on 14th December, measured the width of the street. He never made any inspection of the house. Since his arrival in the Colony, he had been the only party to inspect private buildings in the whole colony. Witness had nothing to add to his former opinion as to the cause of the collapse. Since he had given evidence, he had been to the premises and found among the debris iron rods which had been bolted through the floor joists and had evidently been used for making a cockle shell or for storing iron pipes, etc. It was a very common practice in blacksmith's shops in the Colony. The floor joists had to bear many hundred weights more than they were ever intended to carry. The woodwork entering the wall from the wooden beams caused a lot of cutting about of the party walls, bricks being taken out and so on, and the extra vibration caused by the business of the smith might have contributed to the collapse.

Witness drew a rough sketch explaining how the loft which he suspected was in the shop was constructed. The sketch was marked 'H' and put in.

Continuing, witness said that with de-

fective walls such as existed in the present case, it was not safe to have a blacksmith's shop on the ground floor of a tenement house. In his experience in England he had never seen a smithy under a tenement house. A smithy was generally an addition or out-house.

The inquiry was adjourned till ten o'clock on Monday morning.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Committee of the Hongkong General Chamber of Commerce, held at the Chamber Room City Hall at 3 p.m. on Monday, the 18th September, Present: Sir Thomas Jackson (Chairman), Mr. C. S. Sharp (Vice-Chairman), Hon. J. J. Bell, Mr. Mosses, A. Haupt, W. Potts, R. L. Richardson, H. A. Ritchie, N. A. Sieles, H. E. Tonkins, Hon. T. H. Whitehead (ex officio), and R. C. Wilcox (Secretary).

The Chairman said, before commencing business, he was sure the Committee would like to offer to Mr. Sieles their hearty congratulations on the occurrence of his silver wedding day (applause), and they sincerely hoped that he would live to celebrate his golden wedding (renewed applause).

Mr. Sieles briefly acknowledged the compliment.

THE SANITATION OF THE COLONY.

The Secretary reported that, in conformity with the decision come to at last meeting, a reply was, on the 13th August, addressed to the Government acknowledging receipt of the Colonial Secretary's letter of the 18th and 19th July, together with their enclosures, and stating that these documents had all been carefully perused by the Committee.

The Chairman said he thought there was nothing further to be said on that head. The matter was now closed.

THE PROHIBITION OF CHINESE IMMIGRATION INTO THE STRAITS SETTLEMENTS.

In reference to this question the Secretary said that a letter was, on the 18th August, addressed to the Colonial Secretary acknowledging receipt of his letter of the 21st July and 7th August, and tendering the Chamber's thanks to H. E. the Governor for the successful efforts made by him to procure the withdrawal of the above prohibition.

THE DIFFICULTY OF PROCURING BALLAST.

The Secretary mentioned that, as decided at the last meeting, a letter was addressed to the Colonial Secretary on the 13th August, to the Colonial Secretary acknowledging receipt of the Government's letter of the 30th July, and stating that the Committee were glad to learn that H. E. the Governor had given instructions to secure the prompt issue of permits and that the question of quarrying for ballast was engaged the attention of the Government.

Some discussion ensued as to whether there was any need to quarry for ballast but it was pointed out that there was no broken stone and that the loss stone had been pretty well exhausted.

PROPOSED REGISTRATION OF CHINESE PARTNERSHIPS.

It was reported by the Secretary that, in accordance with the decision taken at the last meeting, a letter was addressed to the Singapore Chamber of Commerce in reply to their enquiry of the 27th July, to the effect that a Committee was now enquiring into the above question, and that as soon as their report has been published, the result shall be notified to the Chamber.

The Secretary was instructed to ascertain whether the Committee had drawn up its report.

THE CHINESE TARIFF.

On the 13th August, a letter in acknowledgment of the receipt of the telegram from the British Minister at Peking on the 8th inst., stating that no change in the duty on opium was contemplated, was despatched to Peking, and a question as to certain other imports was asked.

Read reply to above from Sir Ernest Satow, to the effect that the only other exceptions to the 5 per cent. duty on opium, and other cereals and flour of foreign origin, gold and silver coin, and bullion. The Chamber was correct, it was added, in supposing that cotton yarn would be liable to the duty.

Read report from Colonial Secretary, dated 14th September, transmitting copy of telegram received from the Secretary of State for the Colonies as follows:—

"I have been consulted by Chinese Import duties being placed on treaty basis of effective 3 per cent. on maritime imports including articles hitherto free, with the exception of rice, cereals and flour of foreign origin. New Tariff will come into force two months after 7th September and exception has been made only in case of merchandise in route for ten days at latest after 7th September. Duties will be levied at railway landing and on specific duties."

In connection with above.

The Chairman mentioned that the native Customs duties at all open ports would be collected by the Imperial Maritime Customs, and that all duties levied on imports as above would be converted, as far as possible, and as soon as possible, into specific duties. He thought that these were most important points, on which there was much cause for congratulation.

The Committee cordially concurred in this opinion.

It was decided when writing to the British Minister to thank him for information recently given, and to urge that there should be no delay in carrying out the letter and the spirit of the provision for the prompt conversion of the ad valorem into specific duties.

THE PACIFIC CABLE.

A reply, signed by the Chairman, was, on the 24th August, sent to the circular letter from the Ottawa Board of Trade, which has also been published by the local Press.

A copy of the Times of the 14th August containing a letter by Sir Edward Sassoon on the Pacific cable and report of a debate on the subject may be seen at the House of Commons was laid on the table.

The Chairman remarked that they were much indebted to Sir Edward Sassoon for so generously fighting their battle with the Telegraph Companies, and they would be glad at any time to render him assistance in his crusade.

Read letter addressed to General Collard, Deputy Assistant Adjutant General, complaining of the difficulty experienced in securing tenders for the transport of guns, etc., not a single answer to the advertisement calling for tenders in the local papers having been received, and asking for the advice and assistance of the Chamber in the matter.

After some discussion.

It was decided to reply regretting the inability of the Chamber to lend assistance in the matter, and to be pleased to be so far removed; to suggest appointment of a Registrar-General for assistance.

This was all the business of general interest.

THE U.S. MINISTER TO CHINA.

The John Barrett Incident.

We have received a copy of the *Des Moines Daily News* containing the following:—Hon. John Barrett, of Oregon, ex-minister to Siam and now one of the five commissioners from the United States to the Pan-American congress in Mexico, is in the city ostensibly for the purpose of visiting Minister E. H. Conger with whom he enjoyed a close personal acquaintance while the latter was in the diplomatic service in Asia. Interest attaches to the visit of ex-Minister Barrett chiefly for the fact that he is most prominently mentioned by the newspapers of the United States as the probable successor of Minister Conger in the event the latter is nominated for governor and resigns his portfolio. Some papers, among which is the *New York World*, have gone so far as to declare that President McKinley has already notified Barrett that he may be the Chinese minister as soon as he is able to derive some means of livelihood and broadly intimating that the latter's gubernatorial aspirations are being encouraged by the administration in the hope of affording a solution of the difficulty.

Such statements appearing in the so-called yellow journals have carried little weight, apparently, other than to arouse a large suspicion that possibly there is something at the back of them on which to base a bare rumor. Minister Barrett was sought by a reporter to-day in the hope of obtaining some definite expression as to the purpose of his visit here and that would throw light on the reports so persistently in circulation.

"Such reports are absolutely without foundation," declared Minister Barrett in response to the reporter's query. "It is a position to which any man may well aspire honorably, but the consoling reports concerning my ambition in that direction and action by the president are fabrications. My visit here is purely of a social nature. Minister Conger and I are close personal friends, having been thrown much together in the diplomatic service, and as I was passing through Iowa I determined to pay him a brief visit. It has no political significance whatever."

He says that the relations between them are most cordial and that his efforts to secure this position were with the understanding that Minister Conger was to be nominated for the governorship of Iowa. Hence, understands that Conger has given up all thoughts of the governorship and that there is no question but what he will be retained in his present position in the diplomatic service.

It is significant, however, that Minister Barrett is stopping at the Savary instead of the Conger home, though he has spent considerable time in company with Minister Conger. He arrived in Des Moines yesterday afternoon and is expected to leave this evening.

Minister Barrett, Minister Conger and Major S. H. M. Byers, formerly connected with the United States foreign service, visited the state house this morning, calling on the various members of the executive council.

THE ANTI-FOREIGN JAP.

Another Foreigner Assaulted at Kobe.

The *Kobe Chronicle* of the 9th inst. reports:—An assault by a coolie was yesterday perpetrated on Mr. H. Renault, of Kobe. It appears that Mr. Renault was walking from the Former Settlement to his residence on the Hill, and when passing along the street near the Anan railway bridge, a coolie of the "pimp" class, with an umbrella in one hand and a large meat basket on his shoulder, deliberately walked out of his way, and, passing close to Mr. Renault's helmet, almost knocking it from his head, Mr. Renault, although seeing that the man acted deliberately, merely pushed him aside, reconstructed with him for his carelessness, and proceeded up one of the narrow streets near by. Mr. Renault had not gone far, however, before the coolie, who had dropped his basket in the street, rushed at him and struck him on the nose with his umbrella. Mr. Renault at once struck at the man in self-defense, and, entering a house near by, requested the occupants to summon a policeman. They seemed reluctant to do, although willing to afford him shelter, and the coolie again rushed at Mr. Renault and attacked him. By this time a crowd had collected, and after a short time a policeman appeared on the scene. Mr. Renault suggested that the policeman that both he and the coolie should proceed to the police station, as he wished the case reported, but the coolie refused to do voluntarily. After a good deal of argument with the policeman, Mr. Renault at last persuaded him to compel the man to accompany him to the station.

On arrival at the Kobe Police Station Mr. Renault asked to see the Inspector, but instead of being allowed to explain matters to the officials, he was kept waiting until his assailant and the policeman, who had not witnessed the assault, had gone into another room and given their version of the affair. When Mr. Renault was permitted to see the chief official at the station, he explained that he wished to charge the man with assault, but was informed that if he wished to do so he must first obtain a medical certificate describing the injuries he had received. Mr. Renault, having protested against such treatment at the hands of the officials, left the station without any information as to what steps the police intended taking in the matter.

Mr. Renault, in addition to the wound on his nose, received several severe bruises, while his coat was also torn by the coolie in the attack.

We understand that Mr. Renault, in view of the treatment accorded him at the police station, is not disposed to prosecute, but we hope that the interest of the public he will reconsider his decision, and take the matter before the Court.

The quality and quantity of an infant's food is often seriously affected by the state of its mother's health who nurses it.

Stearns' Wine

increases the flow of milk, makes it rich and as the same time builds up the mother's system. Sold by all Chemists, Wholesalers from A. S. Watson & Co., Ltd., Hongkong.

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Those who intend subscribing and have not yet done so will please send their subscriptions to either of the Honorary Treasurers c/o The Hongkong and Shanghai Bank on or before Wednesday, the 25th inst., on which day the Lists will close.

C. P. Chanter, Hon. Treasurer.

We have been asked to publish a long list of Chinese subscriptions, but cannot spare the space. The total collected from the Chinese to date is £19,450, and the list is headed by Mr. Chan Tung Shing with \$2000. Anti-opiumists will be interested to learn that the Opium Farm comes next with \$600. There are five subscriptions of \$500 each, six of \$300, seven of \$200, eight of \$100, and eight of \$50 each. Eight Chinese insurance offices subscribe \$1000 amongst them.

CLARK'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Disorders from the Urinary Organs, Gravel and Stone in the bladder, Frequent Micturition, Enlarged prostate of 30 years, in boxes 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: TAYLOR & CO., 11, BEAUFIELD ARCADE, COVENTRY, LONDON, ENGLAND.

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IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 12 of 1901. Re MA CHEK TSUN lately carrying on business under the style of YIK CHAN at No. 50, Second Street, Victoria, in the Colony of Hongkong.

Receiving Order dated 17th September, 1901. Petition dated 13th September, 1901.

G. H. WAKEMAN, Official Receiver.

TSANG FOO & CO.

興榮三 SAM WING HING. COAT MERCHANTS, No. 45, Des Voeux Road, Central. Hongkong, September 21, 1901. 1958

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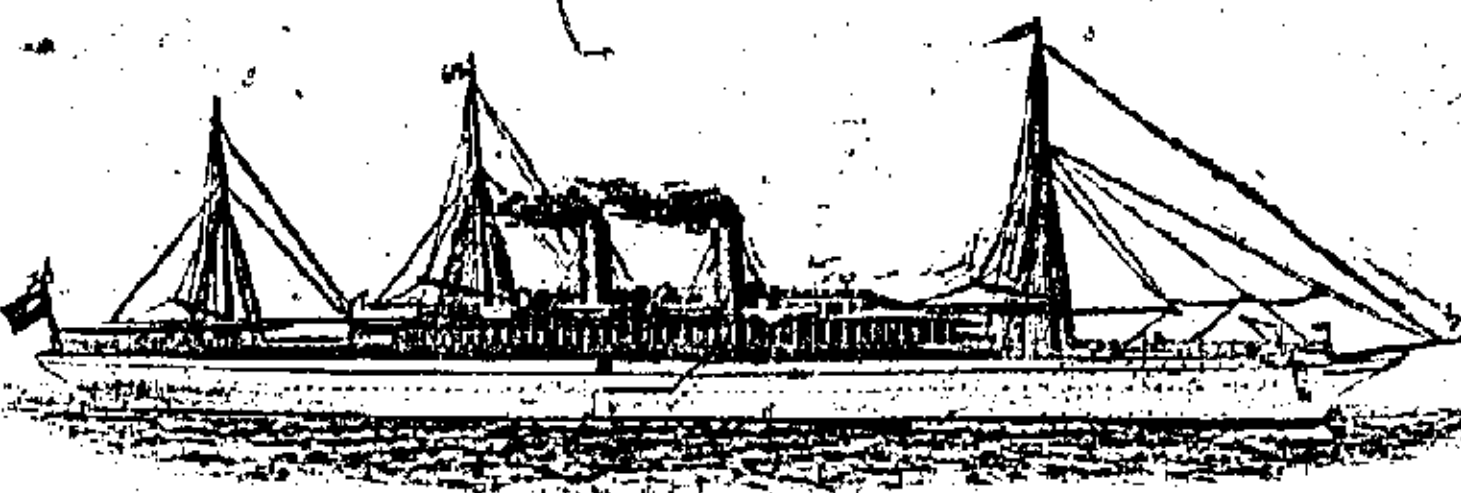
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Sailing 3 to 7 Days across the Pacific.

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EMPEROR OF CHINA, Capt. H. H. HARRIS, R.N.R., WEDNESDAY, 23rd Oct., 1901.
* TARTAR 425 Tons, Capt. B. H. HARRIS, R.N.R., WEDNESDAY, 6th Nov., 1901.
* EMPRESS OF INDIA, Capt. B. H. HARRIS, R.N.R., WEDNESDAY, 20th Nov., 1901.
* ATHENIAN 382 Tons, Capt. H. H. HARRIS, R.N.R., WEDNESDAY, 4th Dec., 1901.

THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous
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Passengers booked through to principal points and AROUND THE WORLD
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SPECIAL RATES first class only granted to Missionaries, Members of the Naval,
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The attractive features of this Company's route embrace its PALATIAL
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Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been
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In addition to the excellent First Cabin Passenger accommodation, the
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The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
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STEAMERS WILL CALL AT SINGAPORE TO LAND PASSENGERS AND LUGGAGE.
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IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

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SACHSEN (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 16th October.
KIAUSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 20th October.
BAYERN (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 27th November.
STUTTGART (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 11th December.
KONIG ALBERT (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 25th December.
PRINZ HERZOG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 9th Jan., 1902.
PRINZ HERZOG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 22nd January.
PRUSSIAN (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th February.
SACHSEN (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 5th March.

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship
PRUSSIAN, of the Norddeutscher Lloyd, Captain E. PERKS, with
MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.
Calling at NAGASAKI and SHANGHAI.

Shipping Orders will be granted till Noon, on Tuesday, the 1st October, Cargo
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The Steamer has splendid accommodation and carries a Doctor and Stewards.
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TIENSIN	KWANGSUNG	25th September.
SHANGHAI	TIENSIN	3rd October.
MANILA	CHINA	12th October.

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CALLING AT SINGAPORE AND PENANG.

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FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Bamberg, Capt. JACOBS, 2nd November, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Segovia, Capt. FORCIE, 16th November, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Morburg, Capt. VON BRINZEN, 30th November, Freight.

For further particulars, apply to

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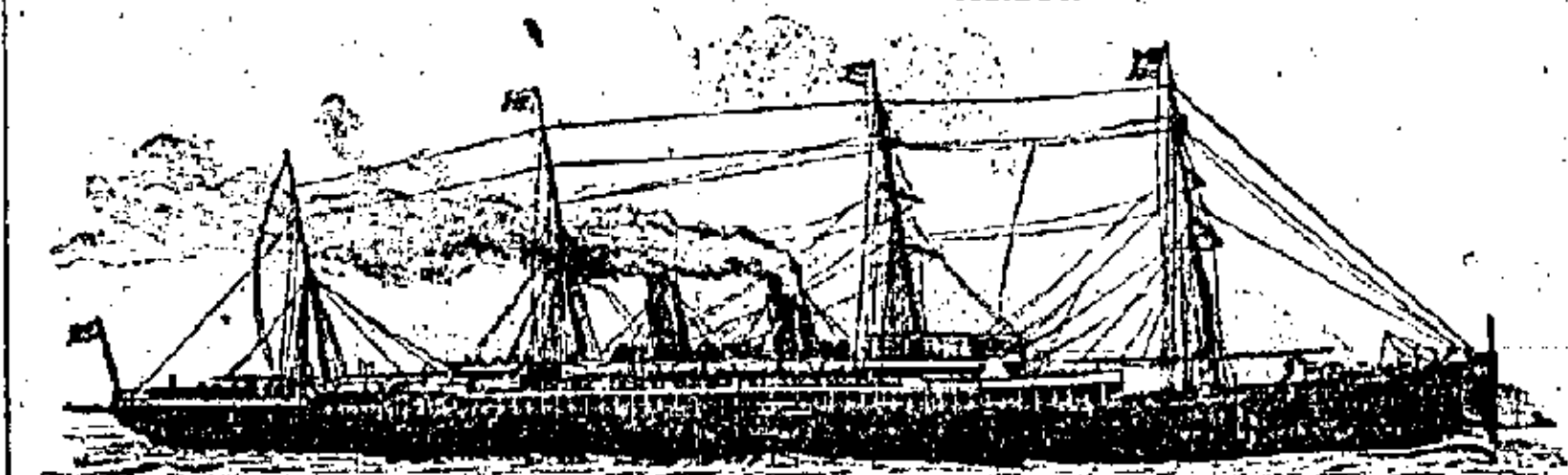
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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
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PROPOSED SAILINGS FROM HONGKONG.

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GAELIC	WEDNESDAY, 2nd Oct., at Noon.
CHINA	SATURDAY, 19th Oct., at Noon.
DORIC	TUESDAY, 25th Oct., at Noon.

THE P. M. Company's Steamship CITY OF PEKING will be despatched for SAN
FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU, on TUESDAY, the 24th Sept., at Noon, taking
Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at
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TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class
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Military Services, and to Consular and Diplomatic officials of the Governments of
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Through Bills of Lading issued for transportation to Yokohama and
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Freight will be received on board until 4 p.m. the day previous to sailing. Parcel
Packages will be received at the office until 5 p.m., same day; all Parcel Packages
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Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100
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Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the
value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the
Companies, Queen's Building.
Hongkong, September 11, 1901. GEO. ECKLEY, Acting Agent. 980

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Quinn	2837	J. Trubridge	October 1
Quinn	2837	J. Trubridge	October 8
Victory	3502	J. Patton	October 15
Victory	3502	W. Watt	November 12

THE attention of passengers is directed to the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the
UNITED STATES and to EUROPE.

Excellent accommodation. First class Table, Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL
LINES.

HONGKONG TO NEW YORK, £48.
The Railroad time is second to none on the American Continent; two trans-
continental trains daily from TACOMA. Dining Car is attached to trans-continental trains
day and night; TACOMA to New York in 41 days. Magnificent Scenery of the Rocky
and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA,
TACOMA to VERA and St. MICHAEL.

Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, September 13, 1901. 422

OCEAN STEAMSHIP COMPANY

FROM	OUTWARDS	DATE
GLASGOW AND LIVERPOOL	GLASGOW	23rd September.
GLASGOW AND LIVERPOOL	GLASGOW	1st October.
GLASGOW AND LIVERPOOL	GLASGOW	15th October.
S. S. AGAMEMNON, from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI and JAPAN, on 2nd Inst.		

FOR	TO	DATE
LONDON	ATLANTIC	1st October.
LONDON	ATLANTIC	15th October.
LIVERPOOL DIRECT	CLYDE	1st October.
(Taking Cargo at London Rates)	CLYDE	15th October.
LONDON	CLYDE	29th October.
LIVERPOOL DIRECT	CLYDE	12th November.
(Taking Cargo at London Rates)	CLYDE	26th November.
LONDON	CLYDE	10th December.

Hongkong, September 20, 1901. AGENTS, O. S. S. Co. 2402

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
INABA MARU, W. BAINBRIDGE	KOBE & YOKOHAMA	FRIDAY, 27th Sept., at Daylight.
ROSETTA MARU, N. TATE	SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 27th Sept., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in
the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAIL-
WAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Com-
pany's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, September 14, 1901. 779

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

FOR	STEAMSHIP	CAPTAIN	DATE
SHANGHAI	Bengal	C. L. VALENTINI	About 27th Sept.
LONDON, &c.	Chusan	C. L. DANIEL, R.N.R.	Noon, 28th Sept.
SHANGHAI AND KOBE	Socatra	T. H. HIDE, R.N.R.	About 4th Oct.
SINGAPORE AND BOMBAY	Tientsin	W. W. COOKE, R.N.R.	About 5th Oct.
LONDON	Formosa	R. H. W. SNOW	About 5th Oct.

* See Special Advertisement. † For Freight only.
‡ Calling at PENANG and COLOMBO if sufficient inducement offers.
For Freight or Passage, and further Particulars, apply to
H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 21, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship
LYERMOON,
Captain TH. LEHMANN, will be despatched for
the above Port on SUNDAY, the 22nd
Sept., at 6 a.m.
This Steamer has superior Accommodation
for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, September 18, 1901. 1944

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND
SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.	
Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu)	Saturday, Oct. 12, at Noon.
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu)	Tuesday, Nov. 5, at Noon.
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu)	Thursday, Nov. 28, at Noon.

THE Twin Screw S. S. HONGKONG
MARU will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on SATUR-
DAY, the 12th October, at Noon, 1901,
taking Freight and Passengers for Japan,
the United States and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and Passengers are allowed
to break their journey at any point en route.
Through Passage Tickets granted to Eng-
lish lines of steamers and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on application.

Passengers holding through ORDERS
TO EUROPE have the choice of Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways,
and from Chicago to destination, the
choice of direct lines.

Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials
and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until
4 p.m. the day previous to sailing. Pack-
ages will be received at the Office until 4
p.m. same day; all Parcel Packages should
be marked to address in full; value of
same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States should be sent to the
Company's Office in Sailed Envelopes,
addressed to the Collector of Customs at
San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.
Hongkong, September 18, 1901. 1298

THE UNITED STATES AND CHINA
JAPAN S. S. LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
LUNGSHIPS,
Captain MOORE, will be despatched as
above on or about 16th October.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, September 10, 1901. 1832

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPPER AND SANTA FE
RAILROAD CO.

Proposed Sailings from
HONGKONG TO SAN DIEGO, AND
SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN
PORTS, and HONOLULU, THE
UNITED STATES, MEXICO, CENTRAL
AND SOUTH AMERICA, Etc.

Stratigile, About 15th Oct.

THE Steamship Stratigile will be de-
spatched for SAN DIEGO, and SAN
FRANCISCO, via MOJI, KOBE, YOKO-
HAMA and HONOLULU, on or about
15th October.

Through Bills of Lading issued to any
point in the United States.
Cargo will be received on board until 5
p.m. the day previous to sailing. Parcel
Packages will be received at the Office until
the same time. All Parcels should be
marked to address in full. Value of same
is required.

Consular Invoices, to accompany Cargo
destined to points beyond San Diego,
should be sent to the Company's Office,
addressed to the Collector of Customs, San
Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, CHINA & JAPAN.
Hongkong, September 17, 1901. 1474

Shipping.

NOTICE
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, DIBOUTI,
EGYPT, MARSEILLES, MEDITER-
RANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 23rd instant, at
1 p.m., the Company's Steamship
INDON, Captain DUCHAN, with MAILS,
PASSENGERS, SPECIE, and CARGO,
will leave this Port for MARSEILLES via
ports of call. WITHOUT TRANSITMENT.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal Places of Europe.

Shipping Orders will be granted till
Noon. Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 22nd Inst. Parcels are not
to be sent on board; they must be left at
the Agency's Office.
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

P. DE CHAMPAGNIN,
Acting Agent.
Hongkong, September 10, 1901. 1884

INDO-CHINA STRAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship
LAISANG,
Capt. PAYNE, will be despatched as above
on TUESDAY, the 24th Sept., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 17, 1901. 1926

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.

Proposed Sailings from Hongkong.
MOGUL, About 25th Sept.
SATSUMA, About 20th Oct.
KURDISTAN, About 15th Nov.
LENNOX, About 20th Nov.
RICHMOND CASTLE, End November.
ORONSA, End November.
HILGLEN, End November.

For Freight and further information
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, September 13, 1901. 1902

THE CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE.

Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

LAOS.

Captain Robert, will be despatched for the above Ports on or about TUESDAY, the 24th Instant.

For Freight or Passage, apply to

P. DE CHAMPORIN, Agent.

Hongkong, September 17, 1901. 1930

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

ROSETTA MARU.

3,411 Tons Gross. Captain N. TAIT, will be despatched for the above Port on FRIDAY, the 27th Instant, at 4 p.m.

This Mail Steamer is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by Steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, September 20, 1901. 1954

FOR NEW YORK.

THE 3/4 A. I. I. American Ship

MANUEL LAGUNA

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, July 8, 1901. 1421

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

\$14 per Annum (including Postage).

*CHINA MAIL OFFICE, 5, WYNDHAM STREET, HONGKONG.

KEATING'S POWDER

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Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Lightening

arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once. Cargo remaining on board after 2 p.m. of the 24th Instant, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, September 20, 1901. 1973

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER-CEYLON.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

*Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. To date the 24th Inst. Goods not cleared by the 24th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, September 18, 1901. 1938

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES AND UNDERWRITERS.

ALL Shanghai and Northern Cargo ex s.s. Trieste from Trieste and Ports of call will be forwarded per s.s. L'YEE MOON hence to SHANGHAI.

SANDER, WIELER & Co., Agents.

Hongkong, September 17, 1901. 1937

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship Trieste, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

This Vessel brings Cargo from Venice, ex s.s. Metarrich, transhipped at Trieste. From BOMBAY, ex s.s. Gioia.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 23rd Inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd Inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, September 16, 1901. 1929

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Advertisements and additions to Advertisements:—

Advertisements:—

Advertisements:—

Advertisements:—

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Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

SUBSCRIBED.....£1,125,000

PAID UP.....£ 662,500

RESERVE FUND.....£ 40,000

THE LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balances.

On Fixed Deposits:—

For 12 Months.....4%

" 6 ".....3 1/2%

" 3 ".....3%

J. THURBURN, Manager, Hongkong.

Hongkong, April 1, 1901. 234

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID-UP.....18,000,000

CAPITAL UNCALLED.....6,000,000

RESERVE FUND.....8,310,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:—

TOKYO. KOREA. NAGASAKI.

LONDON. LYONS. NEW YORK.

SAN FRANCISCO. HONOLULU. PANAMA.

SHANGHAI. TIENTSIN. NEWCHANG.

LONDON BANKERS:—

The London Joint Stock Bank, Limited, Parr's Bank, Limited, The Union Bank of London, Limited.

HONGKONG BRANCH—Interest allowed.

On Current Account at the rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

TARO HODSUMI, Manager.

Hongkong, April 17, 1901. 589

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE ON THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL.....Ts. 5,000,000

PAID-UP CAPITAL.....2,900,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:—

CANTON. CHEFOO. PEKING.

CHANGHAI. SHANGHAI. TIENTSIN.

HANKOW. HONGKONG.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the rate of 2% per annum on the Daily Balances.

On Fixed Deposits for 3 Months.....3%

" 6 ".....4%

" 12 ".....5%

E. W. RUTTER, Manager.

Hongkong, January 18, 1901. 1970

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

Sterling Reserve.....\$13,750,000

Silver Reserve.....3,750,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:—

H. SHEWAN, Esq., Chairman.

Hon. J. J. Bell, Esq., Deputy Chairman.

A. Hume, Esq., N. A. Sibley, Esq., D. Meyer, Esq., H. W. Slade, Esq., R. L. Richardson, Esq., H. E. Tomkins, Esq., A. J. Raymond, Esq., Paul Witkowski, Esq.

CHIEF MANAGER:—

Hongkong: Sir T. JACKSON, Manager.

Shanghai: H. M. Davis, Esq.

LONDON BANKERS:—LLOYD AND COMPANY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2 1/2% per cent per annum.

" 6 " 3 " " " " "

" 12 " 4 " " " " "

T. JACKSON, Chief Manager.

Hongkong, August 17, 1901. 266

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON, Chief Manager.

Vessels Advertised as Loading

Exclusive of late Arrivals and Departures reported to-day.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

20 Chinese	
18 Butterfield & Swire	
16 P. M. S. S. Co.	Shanghai & Swatow
15 Mitsui Bussan Kaisha	
14 Sander, Wielor & Co.	
12 Butterfield & Swire	
21 Shewan, Tomes & Co.	

13. Butterfield & Swire	
14. P. M. S. S. Co.	S'hai & S.
19. Mitsui Bussan Kaisha	Swatow &
14. Sander, Wierl & Co.	
20. Butterfield & Swire	
21. Shewan, Tomes & Co.	
1. Brandao & Co.	
17. Jepsen & Co.	
11. C. P. R. Co.	Vancouver
20. Butterfield & Swire	
18. E. A. Trading Co.	

20. Duce, McCall & Son	
21. Shewan, Tomes & Co.	
22. Brandao & Co.	
23. Jacobs & Co.	
24. H. C. P. R. Co.	Vancouver
25. Butterfield & Swire	
26. E. A. Trading Co.	
27. Sander, Wiedel & Co.	
28. Butterfield & Swire	
29. Butterfield & Swire	
30. David Sassoon, Sons & Co.	
31. Siemens & Co.	Shanghai
32. Jardine, Matheson & Co.	S'pore & C

20. Sander, Wiedel & Co.	Shanghai
21. Butterfield & Swire	Spore & C
18. Butterfield & Swire	
20. David Sassoon, Sons & Co.	
20. Siemssen & Co.	
28. Jarline, Matheson & Co.	
9. Siemssen & Co.	
16. Mitsui Bussan Kaisha	
16. Jarline, Matheson & Co.	
20. Siemssen & Co.	
14. Butterfield & Swire	Swatow &
18. Siemssen & Co.	
12. Siemssen & Co.	Singapore

9 Siemssen & Co.	
18 Mitsui Bussan Kaisha	
16 Jardine, Matheson & Co.	
20 Siemssen & Co.	
14 Butterfield & Swire	Swatow &
18 Siemssen & Co.	
12 Siemssen & Co.	Singapore
20 Arnhold, Karberg & Co.	
1 Dodwell & Co., Ltd.	.....
20 Butterfield & Swire	

29 Arnhold, Karberg & Co.
1 Dodwell & Co., Ltd.
29 Butterfield & Swire

29 Order
23 Order +

10 Arnhold, Karberg & Co.
10 Arnhold, Karberg & Co.
19 Standard Oil Co.

29 Order
23 Order
10 Arnhold, Karberg & Co.
10 Arnhold, Karberg & Co.
19 Standard Oil Co.
4 A. G. Morris
5 Carlowitz & Co.
29 Standard Oil Co.
21 Master
8 Standard Oil Co.
26 Order

41 A. G. Morris
51 Karlowitz & Co.
29 Standard Oil Co.
21 Master
8 Standard Oil Co.
26 Order

Meteorological
Center.

—AT 4 P.M.

Hongkong
The Tide Table compiled by the Naval Office in London from the

Meteorological
Forecast.

—AT 4 P.M.

Temperature.	Humidity.	Wind.		Weather.
		Direction.	Force.	

Temperature.	Humidity.	Wind.		Weather.
		Direction.	Force.	
—	—	E	2	—
—	—	SE	3	—
—	—	W	3	—
—	—	SW	3	—
—	—	E	3	—

	E	G			
	S	E	2		
	SW	E	6		
	N	W	4		
	N	W	9		
	SW	N	4		
37	SE	E	5	by	
71	SE	E	2	e	
68	SE	E	5	c	

[illegible]

44	47	2	1	7	Mon.	53	No inferior	bi
47	38	1	1	b	Tues.	24	m 3 16	4
		1	1				7 38 a	4
	SSE	1	1		Wed.	55	m 4 40	3
	NNW	1	1				7 10 a	3
36	E	1	1	b	Thurs.	37	m 5 50	3
		2	2				7 25 a	3
38	SSW	2	2	c	Fri.	27	m 6 49	3
	W	2	2	c	Sat.	28	m 7 42	3
	SW	2	2	c			8 14 a	5
	SW	2	2	c			8 43 a	5
	SW	2	2	c				

98	72	3	c
	SSW	2	c
	W	1	c
	S	2	c
95	W	1	c
97	SW	2	c
	SSE	1	c

-AT 10 A.M.

Fri. 27 m 6 43 4
Sat. 28 m 6 36 4
8 43 4

Exchange
HONGKONG, Sept.
On London—
Bank, Wire, ...
" On demand...
" 30 days' sight...
" 4 months' sight...
Credits, 4

AT 10 A.M.	On London—
	Bank, Wire, ...
	„ On demand, ...
	„ 30 days' sight
	„ 4 months' sight
	Credits, 4 „
	Documentary, 4 months
NE 4	On Paris—
0	On demand, ...
0	Credits, 4 months' sight
E 8	On Berlin—Demand...
NE 2	On New York—
	On demand

—	—	—	Documentary, 4 months
—	NE	4	On Paris—
—	—	0	On demand,
—	—	0	Credits, 4 months' ...
—	E	8	On Berlin—Demand...
—	NE	2	On New York—
90	NW	2	On demand,
76	—	0	Credits, 60 days' ...
91	NKE	4	On Bombay—
—	—	0	Wire,
—	E	2	On demand,
63	SE	1	On Calcutta—
—	—	c	Wire,

90	NW	2	—	On Bombay—
96	—	0	0	Wire,
91	NNE	4	0	On demand,
—	E	2	b	On Calcutta—
93	SE	1	c	Wire,
—	S	1	—	On demand,
—	—	0	—	On Singapore—
—	NNE	1	c	On demand,
—	—	—	—	On Manila,
72	NW	1	—	On demand,
—	W	2	—	On Shanghai—
—	S	2	b	—

		1	0	—	On demand, ...
		1	0	—	On Singapore—
	NE	1	c	—	On demand, ...
72	NW	1	—	—	On Manila—
		2	e	—	On demand, ...
	S	2	h	—	On Shanghai—
		0	c	—	On demand, ...
		0	c	—	30 days' sight, (priv.)
		0	c	—	On Yokohama—
		0	c	—	On demand, ...
					Gold Leaf, 100 fine, (p)
					Sovereigns (Bank's buy)
					Silver (per oz.)

First Assistant.

Sept. 21, 1901.

°	0	c	On demand, ...
°	0	c	30 days' sight, (priv.)
°	0	c	On Yokohama—
°	0	c	On demand, ...
°	0	c	Gold Leaf, 100 fine, (p)
°	0	c	Sovereigns (Bank's buy)
°	0	c	Silver (per oz.) ...

First Assistant.
Sept. 21, 1901.

degrees Fahrenheit,
cenths, tenths, and hun-
dreds, in degrees Fahren-
heit, the humidity of at-
mosphere, the saturation, the humi-
dity being 100.

Opium Quota
HONGKONG, Sept. 21, 1901.
New Patna, cash. ...
Old Patna, cash. ...

degrees Fahrenheit,
degrees tenths, and humi-
dity, in degrees Fahrenheit,
saturation, the humidity
being 100.
Omita.
Beaufort Scale.
c, detached clouds,
y, a hail, lightning,
nally, a rain, a snow, a
hundredths.

New Benares, cash,	.....
Old Benares, cash,	.....
New Malwa, credit,	.....
Allowance, Taels,	.....
Last Year,	.....
Allowance Taels,	.....
Old Malwa credit,	.....
Allowance, Taels,	.....
Persian, City, cash,	.....
Allowance, Taels,	.....
Persian, Paper tied to	.....
Allowance, Taels,	.....

—At Koudoun.—
Georges Valentine,
Amara.
oon.

Old Malwa credit,
Allowance, Tael,
Persian, City, cash,
Allowance, Tael,
Persian, Paper tied to
Allowance, Tael,

Temperance
(Taken at Messrs F
Premises, Queen
HONGKONG, Septem
BONGNETH.— 24.0

REPORT.

issued from the

The barometer
the China coast,
na, and the de-

Temperature.
(Taken at Messrs F
Premises, Queen
HONGKONG, Septem
BAROMETER— 9 A.M.
Do. 1 P.M.
Do. 4 P.M.
THERMOMETER—9 A.M.
Do. 1 P.M.
Do. 4 P.M.
Do. (Wet bulb)

issued from the

The barometer
the China coast.
na. and the de-
the Sea of Japan.
nds on the China
ate NE winds:

Do. 1 P.M.
Do. 4 P.M.
THERMOMETER—9 A.M.
Do. 1 P.M.
Do. 4 P.M.
Do. (Wet bulb)
Do. Do.
Do. Do.
Do. Maximum
Do. Minimum

the Sea of Japan.
winds on the China
rate NE winds:

Do.	Do.
Do.	Do.
Do. Maximum	
Do. Minimum	